

Commonwealth of Kentucky
Division for Air Quality
PERMIT STATEMENT OF BASIS

TITLE V (PROPOSED PERMIT) No. V-04-027 (REVISION 3)

TOYOTA MOTOR MANUFACTURING

GEORGETOWN, KY

November 26, 2007

D. BRIAN BALLARD, P.E., REVIEWER

SOURCE ID: 021-209-00030

A.I. #: 7998

ACTIVITY ID: APE20070001

CHANGES (REVISION 3):

The Division received an application for installation of a new engine machining and assembly line in the Power Train Shop on August 15, 2007. The potential to emit of VOC for the new project will be 34.4 tons of VOC per year. The permittee will continue to meet the existing pound per job emission limits for all affected facilities and the twelve month rolling total VOC emission limit of 182.4 tons for the Power Train shop. Notification was received regarding emission unit H01, Cutting Operations, on September 14, 2005 that two mist collectors, control equipment ID numbers 1111-1 and 1111-2 located within the building will now vent in the building. The discharge of these mist collectors will be handled by the HVAC systems which are control devices that discharge to the atmosphere. The descriptions and monitoring requirements associated with these filter units have been removed from the permit. A site visit was conducted on September 10, 2007 of the Power Train shop. More description has been added to the permit so as to identify the various lines in the Power Train shop.

CHANGES (REVISION 2):

The initial notification of applicability of 40 CFR 63 Subpart Mmmm, Surface Coating of Miscellaneous Metal Parts was received on December 20, 2004. The initial notification of applicability to 40 CFR 63 Subpart Pppp, Surface Coating of Plastic Parts and Products was received on April 19, 2005. The facility has elected to comply with 40 CFR 63, Subpart IIII, Surface Coating of Automobiles and Light-duty Trucks, in lieu of complying with Subparts Mmmm and Pppp. The most relevant language in regard to emission limitations and compliance demonstration methods from 40 CFR 63, Subpart IIII has been included in Section D of the permit.

Permit V-04-027 (Revision 1) required an analysis of all stacks which evaluated whether periodic visible emissions checks should be required. The Division received this submittal from TMMK on November 2, 2005. The following table lists those stacks which were identified as requiring periodic visible emissions monitoring. The Body Operations, Paint #1, Paint #2, Plastics and Power train shops shall require a weekly qualitative visual observation of the rooftop for visible emissions.

CHANGES (REVISION 2):

| Shop ID | Emission Unit | Stack ID/Description |
|--------------------|---------------|--|
| Body Operations | C03 | 1-2242/Water Scrubber 2226/Water Scrubber |
| Body Operations | C09 | ED Prime #1, Baking |
| Facilities Control | D01 | (5) 99 MMBtu/hr Boilers and (1) 50 MMBTU/hr boiler – Weekly Method 9 readings are required in the event that fuel oil is used. |
| Facilities Control | D10 | Waste water Sludge Dryer |
| Paint #1 | E05 | Entrance/Exit By-pass Hood |
| Paint #2 | F02 | Electro deposition Oven |

Assembly #2: B09 – Notification was received on November 14, 2005 that a second fan and stack were installed to exhaust vehicle emissions for vehicles with a dual exhaust option. The change was to be completed by the month of January 2006. This change does not require a modification to the permit.

Body Operations: C03 – Notification was received on July 11, 2005 of the installation of emergency bypass stacks for welding operations. The change involves the installation of a stack on each of 6 weld dust collection units within the Body Weld area. The stacks will be used to divert smoke out the building in the event of a fire. A row has been added to the Periodic Monitoring Requirements Table to monitor weekly whether or not the weld dust collection units are bypassed.

PM and VOC emission tests were conducted on the Small Parts Electro deposition Oven in Body Weld, identified under emission unit C09 on June 28 and 29, 2005. The purpose of the tests was to determine the uncontrolled emission rates. The average PM emission rate during the test was 0.056 lb/hr. The average VOC emission rate during the test was 1.4 lb/hr. The average production rate during the test was 108 parts per hour. The lb/job emission rate for VOC is $1.4 / 108$ or 0.013 lb/job. All of the VOC is assumed to originate from paste/resin usage. The standard usage rate of paste/resin is 0.072 gallons/job (referenced from the May 2004 Title V application). The VOC emission factor for the paste/resin is 0.013 lb/job / 0.072 gallons/job or 0.18 lb/gallon. The maximum annual usage rate of paste resin is increased from 43,200 gallons/year to 70,000 gallons/year based on updated emissions calculations for the Body Operations shop received by e-mail on July 27, 2007. The PM emission rate of 0.056 lb/hr and VOC emission rate of 0.013 lb/job are below the PM and VOC BACT limits of 0.44 lb/hr and 0.041 lb/job respectively. The KYEIS has been updated to reflect the changes.

Body Operations: C10 – Notification was received on May 25, 2006 of a physical change to the fuel tank antichip coating line. The change is that fuel tanks will be leak tested by pressurizing them with helium while submerged under water. Once the testing is completed the helium will be ducted to an existing stack and vented to the atmosphere. Helium is not a regulated air pollutant. This change does not require a modification to the permit.

Body Operations: C10 – Notification was received on May 25, 2006 of a physical change to the fuel tank antichip coating line. A new combustion device was installed to provide additional heating in a new zone curing oven. The combustion device is a 1.8 mmBTU/hr natural gas burner. This change does not require a modification to the permit. The KYEIS has been updated to reflect the change.

CHANGES (REVISION 2):

Body Operations: C01 – Notification was received on July 7, 2006 of the planned installation of an additional milling machine to be used in die manufacturing. The unit will be connected to an existing central coolant supply. The installation is expected to result in a VOC emission increase of less than 5 pounds per year. Installation of the equipment is scheduled to begin in July 2007. This change does not require a modification to the permit.

Body Operations: C03 – Notification was received on November 3, 2006 of plans to add additional robot cells to current processes. The change will not result in a change of pollutants because the new robot cells will use the same weld that is currently used. Permitted emissions limits, including BACT will continue to be met. This change does not require a modification to the permit. A new water scrubber (WS03) has been installed and monitoring requirements for it have been added to the Periodic Monitoring Requirements table in the permit.

Facilities Control: D04 & D08 – Notification was received on May 31, 2005 of the replacement of several existing boilers with lower mmBTU/hr units in Paint 1, the fitness center, child care center and building 601. The description for emission units D04 and D08 will be updated to reflect the installation of these units.

Facilities Control: D10 – An application for installation of a wastewater sludge dryer in building 502 was received on August 24, 2006. A preliminary review of the application identified the need for additional information in order to determine emissions and which regulations would apply to the unit. TMMK responded to the Division e-mails requesting further information and clarification on the application by e-mail on September 15 and 18, 2006. Hardcopies of the information contained in the e-mails was later received by mail. The sludge dryer will be a batch operation, capable of processing 7,500 pound of wet sludge per batch. The dryer will be equipped with four (4) 4 mmBTU/hr natural gas burners. The mass emission rate and opacity standards of 401 KAR 59:010 will apply to the PM emissions from the drying of sludge. Compliance with the mass emission standard is assumed given the process weight rate and the corresponding concentration of particulate matter in the exhaust from the dryer identified in the application. Compliance with the opacity standard shall be verified by conducting weekly qualitative visual observations of the emissions from the stack. This unit is not subject to 401 KAR 57:002, § 3 (e) 40 CFR 61.50 to 61.56 (Subpart E), “National Emission Standard for Mercury” because the sludge is not directly heated by the combustion gases.

Facilities Control: D03 & D04 – An application identifying indirect and direct heat exchangers used for process heating was received by the Division on November 29, 2006. The heat exchangers are existing units which had been included in previous air permits prior to the issuance of V-04-027 but were inadvertently omitted from the current Title V permit. The permit and KYEIS have been updated to reflect the presence of these units.

Facilities Control: The KYEIS has been updated to reflect emissions of Hazardous Air Pollutants (HAP) from natural gas combustion sources at TMMK. HAP emission factors are referenced from AP-42, Chapter 1.4 Natural Gas Combustion, Table 1.4-3 (7/1998).

Paint 1: E07 – Notification was received on May 18, 2005 of a control device replacement at line 1 of body paint. Two catalytic incinerators used to control VOC emissions from topcoat booths A and B ovens were replaced by a single regenerative thermal oxidizer (RTO). The replacement was to occur in July 2005. The permit has been updated to reflect the change.

CHANGES (REVISION 2):

Paint 1 & 2: E04 & F04 – Notification was received on February 27, 2006 that use of the sealer line ovens in each of the two paint shops was discontinued. The E04 sealer oven was controlled by catalytic incinerator TI02 and the F04 sealer oven was controlled by thermal oxidizer TT03. Automobile bodies with sealer applied are now cured in the existing primer line ovens (E05 and F05). The primer oven at E05 is controlled by RTO TT01 and the primer oven at F05 is controlled by thermal oxidizer TT05. Correspondence received by e-mail on April 4, 2006 from TMMK environmental staff indicates that VOC emissions from sealer curing are well within the lb per job BACT limits for each of the emission units. This determination is based on lab test data supplied by the sealer vendor and destruction efficiency test data for RTO TT01 and thermal oxidizer TT05. Based on testing conducted by the sealer manufacturer, the primer ovens in Paint 1 and Paint 2 have a minimum collection efficiency of 50 percent of sealer emissions. The permit and KYEIS have been updated to reflect the changes.

PM emission tests for the underbody PVC and antichip booths in Paint 1, points identified under emission unit E04, were conducted on November 22 and 23, 2004. The uncontrolled emission rates were determined. The average PM emission rates from the underbody PVC and antichip booths were 0.208 lb/hr and 0.144 lb/hr respectively. The average production level during the tests was 60 vehicles per hour. The emission rates are below the BACT limits for these machine points. The combined PM emission rate of all machine points identified under emission unit E04 are below the BACT limit of 4.13 lb/hr. The KYEIS has been updated to reflect the changes.

A PM emission test for the antichip booth in Paint 2, identified under emission unit F04, was conducted on June 1 and 2, 2005. The uncontrolled emission rate was determined. The antichip booth exhausts through two stacks. The PM emission rates from each stack were 0.037 lb/hr and 0.044 lb/hr. The average production level during the tests was 58 vehicles per hour. The emission rates are below the BACT limits for these machine points. The total PM emission rate from the PVC underbody booth and antichip booth is updated to reflect the test results. The combined PM emission rate is 0.321 lb/hr. The underbody PVC booth PM emission rates are referenced from the May 2004 Title V application. The combined PM emission rate of all machine points identified under emission unit F04 are below the BACT limit of 0.89 lb/hr.

PM emission tests for Paint 1 primer booth (E05) and Paint 1 topcoat A and B booths (E07) were conducted on August 28 through 31 2006. The PM emission rate was determined from each of the two primer booth stacks. The combined PM emission rate from the primer booth stacks, the primer/electro deposition oven RTO stack and entrance/exit hood stack was 0.52 lb/hr. The PM emission rate from the RTO is referenced from the May 2004 Title V application and the PM emission rate from the entrance/exit hood stack is referenced from the stack test conducted January 30, 2006. The combined PM emission rate from the two topcoat A stacks, two topcoat B stacks and the topcoat A and B oven RTO stack was 1.22 lb/hr. The combined PM emission rates of all of the stacks identified with emission units E05 and E07 is below the BACT limits of 4.02 lb/hr and 7.43 lb/hr respectively. The average production rates during the tests for the primer booth, topcoat A booth and topcoat B booth were 66, 32 and 34 units per hour respectively.

Oven Capture Credit (OCC) testing was performed on June 18, 2005 on the Paint 1 prime oven (E05) and topcoat oven (E07). The OCC established from the testing for white exterior primer was 31.5 percent. The OCC established from the testing for composite silver metallic basecoat and clearcoat was 25.3 percent. Transfer Efficiency (TE) testing was performed on June 18, 2005 on the Paint 1 prime system and topcoat system. The white primer (interior and exterior) and soft chip TE established from the testing was 82 percent. The topcoat silver (metallic) and clearcoat TE established from the testing was 73 percent.

CHANGES (REVISION 2):

VOC destruction efficiency testing of the Paint 1, topcoat A and B oven RTO (E07) was performed on March 6, 2006. The VOC destruction efficiency was determined to be 99 percent. The average production rate during the test was 66 cars per hour

Testing was performed on the VOC abatement equipment associated with the primer booth (F05) in Paint 2 on October 11 – 17 2006. The primer booth capture efficiency was determined to be 46.7 percent. The primer booth carbon wheel was determined to have a removal efficiency of 93.7 percent. The primer booth carbon wheel incinerator destruction efficiency was determined to be 99.8 percent. The primer booth oven incinerator destruction efficiency was determined to be 98.2 percent. The electro deposition oven incinerator (F02) destruction efficiency was also determined during the same period to be 95.7 percent.

Paint 2: F07 – Notification was received on February 27, 2006 that TMMK plans to replace existing robots at F07 with newer technology. The change was projected to occur in March 2006 and take 9 – 12 months to complete. The planned changes will not result in a change of pollutants and are expected to result in an emission reduction. This change does not require a modification to the permit.

Paint 2: F14 – Notification was received on October 5, 2006 of plans to add three low volume paint supply lines for additional color selection based on customer demands. This change was expected to occur in October 2006 and take 2 – 3 months to complete. This change does not require a modification to the permit.

Paint 1 & 2: E05/07 & F05/07 – Notification was received on November 1, 2006 of plans to relocate primer interior sections being painted (door jambs, engine, and luggage areas) in the primer booth manual zone (E05 and F05), except pearl mica white cars in Paint 1, to the topcoat base automatic zone using waterborne paint in both Plant 1 and Plant 2 (E07 and F07).

In Paint 1 (E05 and E07) there are no booth controls in Primer and Topcoat areas and both ovens are controlled by RTOs. In Paint 2 (F05) the primer interior manual zone has no booth control. The topcoat (F07) basecoat automatic zone has booth controls and both ovens are controlled by thermal oxidizers.

An additional phase of this project (Paint 1 only) is a reduction in the number of passes required for pearl solid coat, by eliminating application of solidcoat in the topcoat booth. This will be replaced by applying the solidcoat as the primer exterior, which will require a small amount of primer paint to be sprayed in the manual zone.

The changes are expected to commence in December 2006 in Paint 1 and April 2007 in Paint 2. The changes will result in an increase in emissions but the source shall still comply with the current BACT limits.

Plastics: G21 – Notification was received on June 24, 2005 of the addition of an insignificant activity in the plastics shop. The activity is the application of adhesion promoter on plastic parts for the Camry SE model only. The projected emissions from the operation are less than 900 pounds of VOC per year. Application of adhesion promoter at G21 will be added to the insignificant activities list in the permit.

Plastics: G20 – Notification was received on July 11, 2005 of the installation of two clamp mold machines and two hot knife scoring / scoring treat (flame) machines in the plastics shop. The clamp mold machines use urethane. Emission calculations for these machines were included in the in the 2004 Title V application. Emission calculations for combustion devices associated with the hot knife scoring / scoring treat (flame) machines are included with the submittal. No modification to the permit is necessary.

CHANGES (REVISION 2):

Plastics: G22 – Notification was received on November 2, 2005 of the planned installation of a small biofilter unit. The purpose of the unit is to treat emissions from bumper paint booth F exhaust. The capability of the unit to destroy VOC will be evaluated during the trial, which is expected to last 3 – 4 months. The biofilter will be treating 400 cfm of the total 43,000 cfm of exhaust from booth F. The biofilter will be credited no VOC control efficiency. VOC emissions will increase slightly during this period but will still be well below the lb per job BACT limits. No modification to the permit is necessary.

Plastics: G05 – Notification was received on May 2, 2006 of the planned installation of a regrind unit in the plastics shop. The unit is to be used to grind scrap injection molding materials into reusable material for use in the injection molding process. The grinder will be grinding the molding materials into 3 – 5 mm pieces and is not expected to generate any emissions. No modification to the permit is required.

PM emission tests were conducted September 27 and 28 of 2006 on the exterior parts paint booth B (G21) in Plastics, building 400. The average production rate during the tests was 96 vehicles per hour. The PM emission rate was determined from each of two stacks associated with the booth. The individual stack emission rates were 0.178 and 0.125 lb/hr. The combined emission rate of PM for the booth and the oven incinerator is 0.413 lb/hr. The oven incinerator PM emission rate is referenced from the May 2004 Title V application. The total PM emission rate for emission unit G21 is below the BACT limit of 0.99 lb/hr.

OCC and TE testing was performed on Plastics exterior parts paint booth B on November 11, 2006. The OCC for primer, base and clear coats was 12 percent. The OCC for primer solid coat was 10 percent. The TE for primer, base and clear coats was 44 percent. The TE for primer solid coat was 45 percent.

VOC destruction efficiency testing of the Plastics, bumper paint D (G22) oven thermal oxidizer was performed on April 13, 2006. The VOC destruction efficiency was determined to be 96.7 percent. The average production rate during the test was 126.3 bumpers per hour.

VOC destruction efficiency testing of the Plastics, bumper paint C (G22) oven thermal oxidizer was performed on May 5, 2005. The VOC destruction efficiency was determined to be 96.2 percent. The average production rate during the test was 125 bumpers per hour.

OCC testing was performed on Plastics bumper paint booth D (G22) on January 21, 2006. The OCC for primer, base and clear coats was 19 percent. The OCC for primer solid coat was 18 percent. These values are also valid for bumper paint booth C since it is identical to bumper paint booth D. OCC testing was performed on Plastics bumper paint booth E (G22) on January 28, 2006. The OCC for primer, base and clear coats was 17 percent. The OCC for primer solid coat was 15 percent. These values are also valid for bumper paint booth F since it is identical to bumper paint booth E.

Testing was performed on the VOC abatement equipment associated with the bumper paint booth E (G22) in Plastics, building 400A on November 8 – 11 2004. The booth carbon wheel was determined to have a removal efficiency of 96.4 percent. The booth carbon wheel incinerator destruction efficiency was determined to be 96 percent. The booth oven incinerator destruction efficiency was determined to be 97.5 percent.

CHANGES (REVISION 2):

Testing was performed on the VOC abatement equipment associated with the bumper paint booth F (G22) in Plastics, building 400A on November 8 – 11 2004. The booth carbon wheel was determined to have a removal efficiency of 96.2 percent. The booth carbon wheel incinerator destruction efficiency was determined to be 95.8 percent. The booth oven incinerator destruction efficiency was determined to be 97.3 percent.

Plastics: G25 – Notification was received on July 10, 2006 of the installation of a plastic vibration welding equipment unit in the plastics shop. This activity does not use chemicals and will not emit particulate matter. Emission unit G25 was submitted with the original Title V application but was inadvertently omitted from the permit. G25 will be added to the permit. All points listed under G25 are insignificant activities.

Plastics: G22 – Correspondence was received on July 13, 2006. The correspondence serves to notify and provide documentation that TMMK has demonstrated that it reduced potential VOC emissions from G22, to below 141 tons per year in the two year period specified in the permit (July 29, 2004 – July 29, 2006) thereby meeting the current condition in the permit. By meeting this condition, TMMK will not be required to control VOC emissions from bumper paint booths C and D as is currently stated in Section B of the permit. TMMK may continue to operate these booths as is specified in Section H, Alternate Operating Scenarios. The current descriptions and language in Section B for G22 will be replaced with those currently specified in Section H. The language in Section H will no longer be necessary and will be deleted.

Plastics: G03 – Notification was received on September 6, 2006 of plans to remove the reaction injection molding (RIM) control equipment. TMMK conducted a performance test in March 2006, with DAQ personnel as witness, demonstrating that the RIM process's uncontrolled PM emission rate is well below the BACT limit specified in the permit. The permit will be modified to reflect that dust collector RF12 is no longer used to control emissions from this process. The KYEIS has been updated to reflect the new PM emission rate.

Powertrain: H01 – Notification was received in May 2006 of the planned installation of new axle component machining cells. Estimates included with the notification indicate this change will result in a potential emission increase of VOC of less than 5 tons per year. No modification to the permit will be required.

Powertrain: H16 – Notification was received March 12, 2007 of the planned installation of five cleaning stations that will be used to clean surfaces on engines prior to the application of form in place gasket (FIPG) material. This change will not result in a change in pollutants but will result in a future project emission increase of less than 28 tons per year of VOC which includes previous insignificant cleaning of less than 5 tons per year.

The standard range in the periodic monitoring requirements table for revolutions per hour (rph) for the carbon wheels is now specified to be 2.0 – 3.5 rph for Topcoat booths A and B in Paint 2 (emission unit F07) and 1.0 – 2.0 rph for Topcoat booth C (also emission unit F07). The standard range in the periodic monitoring requirements table for the carbon wheel for Bumper Paint booths E and F in Plastics (emission unit G22) is now specified to be 1.5 – 2.5 rph. The revolutions per hour are to be determined annually by stop watch (or equivalent timing device). The standard ranges were received by e-mail on March 7, 2007.

The VOC destruction efficiencies (DE) of the Paint 2 (Emission Unit F07) Topcoat A and B Carbon Wheel Incinerators and Ovens were determined by testing conducted February 27 through March 1 2007. The values determined are as follows: Topcoat A Carbon Wheel Incinerator DE: 96.4 percent; Topcoat A Oven Incinerator DE: 97.5 percent; Topcoat B Carbon Wheel Incinerator DE: 97 percent; and Topcoat B Oven Incinerator DE: 99.1 percent.

The VOC capture efficiency (CE) of the Paint 2 (Emission Unit F07) Topcoat B Booth and Oven was determined by testing on January 9 through January 12 2007. The Topcoat B Carbon Wheel removal efficiency (RE) was also determined on these dates. The values determined are as follows: Topcoat B Booth and Oven CE: 60.3 percent and Topcoat B Carbon Wheel RE: 93.9 percent.

CHANGES TO PERMIT (REVISION 1):

A05 and B05, pp 3 & 12 of V-04-027 (Revision 1)

“ORVR vapor recovery system for Fuel Fill” is deleted from the Control Equipment column. This equipment is an integral part of the vehicle and is not considered “add-on” control equipment.

Compliance Requirements for 401 KAR 59:010: §3(2), pp 6, 15, 25, 47, 66, 87 & 103 of V-04-027 (Revision 1)

“Initial compliance with 401 KAR 59:010 shall consist of submittal of engineering evaluations and / or testing for each affected facility.” and “Engineering Evaluations and / or testing for initial compliance shall be submitted within 180 days of the issuance of this permit.” is deleted from the 401 KAR 59:010:§3 Compliance Demonstration Method. TMMK submitted this information on January 25, 2005 to the Division. The submittal has been reviewed and has been determined by the Division to meet the requirements for initial compliance with 401 KAR 59:010: §3(2).

Testing Requirements for C09, p 28 of V-04-027 (Revision 1)

“The permittee shall perform a Method 5 test for the small parts electro deposition oven (C09). The permittee shall use engineering evaluation or the appropriate test method to determine Volatile Organic Compound (VOC) emissions from the small parts electro deposition oven. The permittee shall submit a compliance schedule for the testing to the Division within 90 days of the issuance of this permit.” is deleted from testing requirements. TMMK submitted the compliance schedule for testing on October 28, 2004 to the Division and it was subsequently reviewed. Deficiencies were identified. TMMK submitted a follow-up compliance schedule on November 4, 2004 that was approved by the Division.

Compliance Schedule for capture efficiency, carry over efficiency and transfer efficiency testing, p 29, 53, 72 & 93

of V-04-027 (Revision 1)

“The permittee shall submit a compliance schedule for all required transfer efficiency, carry over efficiency and capture efficiency tests to the Division 90 days after issuance of the permit. The Compliance schedule shall specify the emission units and machine points that are to be tested and the proposed test date.

See Section D.5,” is deleted. TMMK submitted the compliance schedule for testing on October 28, 2004 to the Division and it was subsequently reviewed. Deficiencies were identified. TMMK submitted a follow-up compliance schedule on November 2, 2004 that was approved by the Division.

CHANGES TO PERMIT (REVISION 1):

Monitoring Requirements for 401 KAR 59:010 §3(1), p 8, 17, 28, 50, 69, 90, 104, 112, 120 and 127 of V-04-027 (Revision 1)

“The permittee shall perform a qualitative visual observation of the opacity of emissions from the stack(s) on a weekly basis and maintain a log of the observations. If visible emissions from the stack are seen (not including condensed water vapor within the plume), then the opacity shall be determined by Reference Method 9. If emissions are in excess of the applicable opacity limit, then an inspection shall be initiated of control equipment for all necessary repairs.”

Is replaced with

Monitoring Requirements

- a. The permittee shall perform a qualitative visual observation of the opacity of emissions from the stack (s) on a weekly basis. A log shall be maintained documenting all visible emission checks for each stack. The log shall note whether or not visible emissions were seen.
- b. If no visible emissions are detected for a period of 1 month then the monitoring frequency shall be reduced from weekly to monthly.
- c. If visible emissions are detected during the monthly check, then the weekly check shall be reinstated until condition (b) is met.
- d. If during the qualitative observation, visible emissions from the stack (s) are seen (not including condensed water vapor within the plume), then a Method 9 reading shall be performed.
- e. If emissions are in excess of the applicable opacity limit, then an inspection shall be initiated of control equipment for all necessary repairs. Subsequently, the requirement to perform weekly qualitative observations will be reinstated until condition (b) is met.
- f. Method 9 readings and qualitative observations shall be performed during periods of operation.
- g. If the method of operation changes for processes emitting to the atmosphere, then the requirement to perform weekly qualitative observations will be reinstated.

Record Keeping Requirements

- a. Records documenting the results of each opacity reading by EPA Reference Method 9 shall be maintained.
- b. Records documenting the results of any required inspection and repair, as a result of a recorded opacity over 20% shall be maintained.

Some stacks may be excluded from the above requirements if the permittee provides a submittal to the Division that identifies stacks that do not require visible emissions checks. The submittal will be due within 180 days of the issuance of this permit. The submittal must detail the emission unit the stack is associated with and include an explanation using engineering judgment as to why there will not be visible emissions from the stack. In the interim period the permittee shall continue to follow the existing monitoring procedure.

CHANGES TO PERMIT (REVISION 1):

Body Operations – Periodic Monitoring Requirements, p 30 of V-04-027 (Revision 1)

The emission unit designation in the periodic monitoring requirements table for Fuel Tank Antichip Coating was incorrectly labeled C12. It is changed to C10 as displayed below.

| Emission Unit | Operation | Equipment Monitored | Characteristic Monitored | Parameter Monitored | Method or Device | Monitoring Frequency | Recording Frequency | Calibration Frequency | Standard Range |
|----------------------|------------------------------------|-------------------------------------|---------------------------------|----------------------------|-------------------------|-----------------------------|----------------------------|------------------------------|-----------------------|
| C10 | Fuel Tank Antichip Coating (1 & 2) | Booth Exhaust Filters WF21,WF24) | Filter Condition | In Place, Build-up | Visual | Weekly | Weekly | N/A | No Visible By-Pass |

CHANGES TO PERMIT (REVISION 1):

Facilities Control emission unit description table, p32 of V-04-027 (Revision 1)

The description of D03 has been changed to clearly represent Plant 2 indirect and direct heat exchangers permitted in F-99-029 and indirect and direct heat exchangers that have been installed in Plant 2 since the issuance of F-99-029. D04 has been assigned to Plant 1 indirect and direct heat exchangers.

401 KAR 51:017, Emission Limitations, p 35 of V-04-027 (Revision 1)

The BACT limits for Particulate Matter (PM), Sulfur Dioxide (SO₂), Nitrogen Dioxide (NO₂), Carbon Monoxide (CO), and Volatile Organic Compounds (VOC) are changed. As explained in the Statement of Basis for V-04-027, the BACT limits in C-86-117 (Revision 2) were determined by taking the total maximum heat input for Stack #1 (297 MMBTU/hour) and the AP-42 emission factors and heating values that were current in 1986 to calculate the lb/MMBTU limits. These limits were transferred to V-04-027 except that the current AP-42 factors for 2004 were used to calculate the BACT limits (See V-04-027 Statement of Basis for further explanation). There have not been any modifications to the utility boilers since installation and therefore the BACT limits should not have been changed. The BACT limits are returned to the lb/MMBTU limits specified in C-86-117 (Revision 2). The updated table for V-04-027 (Revision 1) is presented below.

Compliance Demonstration Method for 401 KAR 51:017 Emission Limits for D03, p 35 of V-04-027 (Revision 1)

The Compliance Demonstration Method below is deleted.

$$ER = (HI) \times \left(\frac{AP - 42EF}{HVNG} \right) \times \left(\frac{Hours of Operation}{Year} \right) \times \left(\frac{1 \text{ Ton}}{2000 \text{ lb}} \right)$$

Where

ER = Pollutant Emission Rate (Tons/Year)

HI = Heat Input (MMBTU/HR)

AP-42EF = Most recently finalized AP-42 Emission Factor (lb/MMSCF)

HVNG = Heating Value of Natural Gas Used (MMBTU/MMSCF)

This compliance demonstration method is not appropriate for demonstrating continuous compliance with the tons/year emission limits specified for D03 because it does not incorporate volume of fuel burned into the equation. It is replaced with the Monitoring and Record Keeping requirements for Facilities Control, which, specify monthly monitoring and record keeping of the volume of natural gas usage.

CHANGES TO PERMIT (REVISION 1):

401 KAR 51:017, Emission Limitations, p 35 of V-04-027 (Revision 1)

The tons per year emission limits for PM, SO₂, NO_x, CO and VOC specified in permit F-99-029 for Plant 2 emission sources are carried forward so that the emission units represented in F-99-029 are more accurately captured. The emission limits in the initial table in V-04-027 were calculated based on 5,094 hours per year of operation and current AP-42 emission factors. The total capacity was 690 MM Btu/hr that was composed of indirect and direct heat exchangers installed from 1991 – 1999 and 1999 – 2004 in Plant 2. In V-04-027 (Revision 1) the emission limits in the table are only for indirect and direct heat exchangers installed from 1991 – 1999 in Plant 2. The emission limit for NO_x is adjusted from 70.0 tons per year to 139.3 tons per

year. This is because the emission limit for NO_x in F-99-029 was calculated using an emission factor 50 lb/MMSCF, which is an AP-42 emission factor for boilers with Low NO_x burners. These indirect heat exchangers do not have Low NO_x burners, so the emission factor should have been 100 lb/MMSCF. The updated table is presented below.

Testing Requirements for D01, p 36 of V-04-027 (Revision 1)

“The permittee shall conduct an initial performance test for natural gas combustion for Boiler 1 and one representative of Boilers 2 through 6 for each stack included in emission unit D01 within 180 days of the issuance of the permit. The performance test shall consist of the following:

1. EPA Reference Method 2A or equivalent shall be performed to determine the flow rate of stack gas.
2. EPA Reference Method 7 or equivalent shall be performed to determine the pounds of NO_x emissions per million BTU of natural gas burned.”

The above language is deleted. TMMK conducted testing of Boiler 1 on January 26, 2005 and Boiler 2 on January 25, 2005. The test results were submitted to the Division on February 21, 2005 and demonstrated compliance with the C-86-117 (Revision 2) BACT limit of 0.1 lb/MMBTU of NO_x.

Specific Record Keeping Requirements for D01, p 38 of V-04-027 (Revision 1) and Periodic Monitoring Requirements table, p 39 of V-04-027 (Revision 1). Permit C-86-117 (Revision 2) did not specify a monitoring frequency for sulfur content.

The monitoring and record keeping frequency for sulfur content of #2 fuel oil is changed from monthly to quarterly.

Three (3) 2.0 MMBtu/hour boilers are added to the Bodyweld shop (Plant 1) and one (1) 2.1 MMBtu/hour boiler is added to the Audit Lab (Plant 1) per TMMK’s December 20, 2004 submittal.

CHANGES TO PERMIT (REVISION 1):

Periodic monitoring requirements table, p 39 of V-04-027 (Revision 1)

The periodic monitoring requirements table for Facilities Control is edited so as to link emission limits in Section B.2 to the appropriate emission unit in the table. The table is reorganized to reflect the emission unit grouping changes in the Facilities Control emission unit description table on p 32.

FACILITIES CONTROL - PERIODIC MONITORING REQUIREMENTS

| Emission Unit | Operation | Equipment Monitored | Characteristic Monitored | Parameter Monitored | Method or Device | Monitoring Frequency | Recording Frequency | Calibration Frequency | Standard Range |
|----------------------|---|-----------------------------|---------------------------------|----------------------------|-------------------------|-----------------------------|----------------------------|------------------------------|-----------------------|
| D01 | Boilers | #2 Fuel Oil | Sulfur Content | Sulfur Content | Analysis | Quarterly | Quarterly | N/A | 0-0.3% |
| D01 | Boilers, One (1) 50 MMBTU/hr and Five (5) 99 MMBTU/hr | Utility Boilers #2 Fuel Oil | Volume used | Gallons | N/A | Monthly | Monthly | N/A | N/A |
| D01 | Boilers, One (1) 50 MMBTU/hr and Five (5) 99 MMBTU/hr | Utility Boilers Natural Gas | Volume used | Standard Cubic Feet (SCF) | N/A | Monthly | Monthly | N/A | N/A |
| D03A | Indirect Heat Exchangers >1 MMBTU (Plant 2, F-99-029 Only) | Plant 2 Natural Gas | Volume used | Standard Cubic Feet (SCF) | N/A | Monthly | Monthly | N/A | See Section B.2 |
| D03A | Direct Heat Exchangers >1 MMBTU/hr (Plant 2, F-99-029 Only) | Plant 2 Natural Gas | Volume used | Standard Cubic Feet (SCF) | N/A | Monthly | Monthly | N/A | See Section B.2 |
| D03B | Indirect Heat Exchangers >1 MMBTU/hr | Plant 2 Natural Gas | Volume used | Standard Cubic Feet (SCF) | N/A | Monthly | Monthly | N/A | N/A |
| D04 | Indirect Heat Exchangers >1 MMBTU/hr (Plant 1) | Plant 1 Natural Gas | Volume used | Standard Cubic Feet (SCF) | N/A | Monthly | Monthly | N/A | N/A |
| D04 | Direct Heat Exchangers >1 MMBTU/hr (Plant 1) | Plant 1 Natural Gas | Volume used | Standard Cubic Feet (SCF) | N/A | Monthly | Monthly | N/A | N/A |

For the purpose of calculating emissions from the Utility Boilers (D01), the source classification code (SCC) that will be used is 10200602, External Combustion Boilers, Industrial, Natural Gas, 10-100 MMBTU/hr, except that the NO_x emission factor is based on the results of the January 25 and 26 stack tests conducted on Boilers 1 and 2 at TMMK.

For the purpose of calculating potential emissions from Indirect and Direct Heat Exchangers (D03 & D04), the SCC that will be used is 10200603, External Combustion Boilers, Industrial, Natural Gas, < 10 MMBTU/hr.

Potential emissions for Plant 2 sources initially permitted in F-99-029 are calculated assuming 5,094 hours per year of operation.

CHANGES TO PERMIT (REVISION 1):

Compliance with Specific Operating Limitations for Catalytic Incinerators, pp 45, 53, 54, 56, 84, 93 & 95 of V-04-027 (Revision 1)
 “The permittee shall submit a site specific inspection and maintenance plan for all catalytic oxidizers within ninety (90) days after issuance of this permit.” is deleted. TMMK submitted the catalytic incinerator inspection and maintenance plan for Plastics and Paint 1 on October 28, 2004. The Division has reviewed and approved the inspection and maintenance plan. The following clarification is added to the compliance demonstration method for the specific operating limitations for catalytic incinerators, “An annual performance test to determine destruction efficiency is accepted in lieu of annual sampling and analysis of the catalyst activity.” The periodic monitoring requirement tables for Paint 1 and Plastics have been updated to incorporate monitoring and record keeping requirements required by the inspection and maintenance plan.

| Emission Unit | Operation | Equipment Monitored | Characteristic Monitored | Parameter Monitored | Method or Device | Monitoring Frequency | Recording Frequency | Calibration Frequency | Standard Range |
|---------------|---------------------------|--|--------------------------|------------------------------|-----------------------------|----------------------|---------------------|-----------------------|----------------|
| E04 | Sealer-Oven | Catalytic Incinerator (TI02) | Destruction Efficiency | VOC In / Out | Stack Test (EPA Method 25A) | Annual | Annual **** | Each Test | DRE > 80% |
| E04 | Sealer-Oven | Catalytic Incinerator (TI02) | Destruction Efficiency | Catalytic Incinerator System | External Inspection**** | Monthly | Monthly | N/A | DRE > 80% |
| E04 | Sealer-Oven | Catalytic Incinerator (TI02) | Destruction Efficiency | Catalyst Bed | Internal Inspection**** | Annual | Annual | N/A | DRE > 80% |
| E07 | Topcoat Ovens (A, B, & C) | Catalytic Incinerator (TI04, TI05, TI06) | Destruction Efficiency | VOC In / Out | Stack Test (EPA Method 25A) | Annual | Annual | Each Test | DRE > 90% |
| E07 | Topcoat Ovens (A, B, & C) | Catalytic Incinerator (TI04, TI05, TI06) | Destruction Efficiency | Catalytic Incinerator System | External Inspection**** | Monthly | Monthly | N/A | DRE > 90% |
| E07 | Topcoat Ovens (A, B, & C) | Catalytic Incinerator (TI04, TI05, TI06) | Destruction Efficiency | Catalyst Bed | Internal Inspection**** | Annual | Annual | N/A | DRE > 90% |

****External inspection of the Catalytic Incinerator System consists of inspecting the burner assembly, natural gas piping system and external housing. Internal inspection of the catalyst bed consists of verifying conditions for channeling, abrasion and settling; controller calibration; and gas leak detector inspection.

CHANGES TO PERMIT (REVISION 1):

| Emission Unit | Operation | Equipment Monitored | Characteristic Monitored | Parameter Monitored | Method or Device | Monitoring Frequency | Recording Frequency | Calibration Frequency | Standard Range |
|----------------------|--------------------------|------------------------------|---------------------------------|------------------------------|-----------------------------|-----------------------------|----------------------------|------------------------------|-----------------------|
| G21 | Ext Part Paint Ovens (B) | Catalytic Incinerator (RI01) | Destruction Efficiency | VOC In / Out | Stack Test (EPA Method 25A) | Annual | Annual | Each Test | DRE > 80% |
| G21 | Ext Part Paint Ovens (B) | Catalytic Incinerator (RI01) | Destruction Efficiency | Catalytic Incinerator System | External Inspection**** | Monthly | Monthly | N/A | DRE > 80% |
| G21 | Ext Part Paint Ovens (B) | Catalytic Incinerator (RI01) | Destruction Efficiency | Catalyst Bed | Internal Inspection**** | Annual | Annual | N/A | DRE > 80% |

******External inspection of the Catalytic Incinerator System consists of inspecting the burner assembly, natural gas piping system and external housing. Internal inspection of the catalyst bed consists of verifying conditions for channeling, abrasion and settling; controller calibration; and gas leak detector inspection.**

CHANGES TO THE PERMIT (REVISION 1):

Paint 1 emission unit description table, p 42 & 54 of V-04-027 (Revision 1).

The existing regenerative thermal oxidizer (RTO), TT01, in Plant 1, Paint for Electro Deposition (E02) has been modified to accept the flow from the Primer Oven (E05). TT01 replaces the Primer Oven's previous VOC control, catalytic incinerator, TI03. "Catalytic Incinerator TI03 for VOC," is deleted from the Control Equipment column of the Paint 1 description table for E05. The Division received notification from TMMK of the intended modification on July 26, 2004. The modification was completed in September of 2004. All references to TI03 in the periodic monitoring table on p 55 of V-04-027 (Revision 1) are deleted. The minimum VOC destruction efficiency for the RTO, TT01 is 90% as determined by BACT. The minimum VOC destruction efficiency for catalytic incinerator TI03 was 80% as determined by BACT. The updated periodic monitoring requirements table is presented below.

| Emission Unit | Operation | Equipment Monitored | Characteristic Monitored | Parameter Monitored | Method or Device | Monitoring Frequency | Recording Frequency | Calibration Frequency | Standard Range |
|---------------|--|-------------------------|--------------------------|---------------------|-----------------------------|----------------------|---------------------------------------|-----------------------|--|
| N/A | N/A | None | Opacity | | | | | | See Section B.4. |
| E02/E05 | Primer Surface & Electro Deposition-Oven | Thermal Oxidizer (TT01) | Destruction Efficiency | Burner Temperature | Thermocouple | 15 Minutes | 15 Minutes & Intermittent Problem Log | Annual | Not More Than 28°C Below Last Compliance Test, 3 Hour Avg.*** |
| E02/E05 | Primer Surface & Electro Deposition-Oven | Thermal Oxidizer (TT01) | Destruction Efficiency | Burner Temperature | Thermocouple | 15 Minutes | 15 Minutes | Annual | Setpoint = Average Temperature established during performance test |
| E02/E05 | Primer Surface & Electro Deposition-Oven | Thermal Oxidizer (TT01) | Destruction Efficiency | VOC In / Out | Stack Test (EPA Method 25A) | Every 5 Years | Every 5 Years | Each Test | DRE > 90% |

CHANGES TO THE PERMIT (REVISION 1):

Operating Limitations for Purging, pp 45, 65 & 85 of V-04-027 (Revision 1)

“Specific Operating Conditions for Purging Solvents” is replaced with “Specific Operating Conditions for Solvent-Borne Solvents”

Periodic Monitoring Requirements tables, pp 56, 73-76 & 96 of V-04-027 (Revision 1)

Several of the periodic monitoring requirements tables require a recording frequency stated as “Intermittent Problem Log” in regard to burner temperature of RTO’s and catalytic incinerators. The statement is included along with the specification in the tables to record the burner temperature every 15 minutes. “Intermittent Problem Log” is also a requirement for monitoring of wheel rotation and by-pass damper position in regard to the carbon system. “Intermittent Problem Log” will be replaced with “Each Occurrence of an Alarm.” An alarm will activate when burner temperature, wheel rotation, or by-pass damper position are in an “out of standard” condition.”

Testing Requirements, pp 50 & 69 of V-04-027 (Revision 1)

The testing requirements for the entrance/exit hoods of E02, E04, E05, E07, F02, F04, F05 and F07 are deleted. TMMK submitted a test schedule on October 28, 2004 that addresses the requirements for Method 5 and Method 9 testing for the entrance/exit hoods of these emission units. No entrance/exit hood testing will be required for E02, the electro deposition coat oven, because the exhaust flow from this emission unit is ducted through a water scrubber. No entrance/exit hood testing will be required for E04, the sealer oven, and E07, Topcoat C oven, because these emission units have been shut down. Method 5 and Method 9 testing will be required if these emission units are returned to service.

No entrance/exit hood testing is required for F02, F04, F05 and F07 because there is no entrance hood exhaust from these emission units and the exit hood exhaust is 100% ducted to an incinerator.

Testing Requirements, pp 50 & 69 of V-04-027 (Revision 1)

The testing requirements for antichip booths and underbody PVC booths in Paint 1 and Paint 2, included in E04 and F04 are deleted. TMMK submitted a test schedule on October 28, 2004 that addresses the requirements for Method 5 testing for these emission units. The antichip and underbody PVC booths in Paint 1 (E04) were tested on November 22-23 of 2004. The test report was received and approved by the Division. The test results demonstrate compliance with the BACT limits for E04.

Periodic Monitoring Requirements tables, pp 57, 77, 97 & 107 of V-04-027 (Revision 1)

The footnote at the end of the period monitoring requirements tables for Paint 1, Paint 2, Plastics and Powertrain that defines daily is changed to: “Daily” means TMMK production day; A TMMK production day consists of both first and second shifts.

Plastics description table, pp 79 of V-04-027 (Revision 1)

“Regrind – Filter RF11 for PM” is deleted from the Control Equipment column for emission unit G05. The control equipment is already listed at G15, Headliner Operation. The language “/grinding” is added to the description after “scrap handling” in the Operation column for G15.

CHANGES TO THE PERMIT (REVISION 1):

Exterior Part Painting Operations, G21 is updated. Exterior Parts Painting Operations was permitted as a construction / modification project in V-04-027. The potential emissions of the project were estimated to be 323 tons per year of VOC as submitted in a July, 2004 update to the February 16, 2004, Title V, PSD, Operating / Construction application. The project was determined to trigger a PSD review and therefore required a BACT analysis. As Exterior Parts Painting existed in V-04-027, it was defined as Lines A and B, both of which included the following operations: solvent wiping, coating applications, repair painting and bake ovens. BACT for Exterior Parts Painting was determined to be no VOC control for booths A and B and carry over to the bake ovens, which are controlled with catalytic incinerators. BACT determined that the destruction efficiency of the catalytic incinerators for the bake ovens be raised from 80% to 90%.

As stated in TMMK's January 25, 2005 submittal, Permit Application Update – Exterior Parts Painting Operations (G21), “Updated information shows a substantial material usage reduction resulting in a significant emissions reduction. The estimated number of jobs painted has been reduced to 400,000 (design maximum) and as a result only the B booth will need to be utilized.” The previous production basis for G21 was 603,298 jobs per year. Booth A will not be refurbished or used in the future. An Actual-to-Projected-Actual applicability test shows that now the project does not trigger PSD. The destruction efficiency standard range for the catalytic incinerator RI01 that serves the line B bake oven is returned to 80% and is used in the analysis below to calculate future potential emissions.

| | |
|--|-----|
| Historical Emissions Booth B 2 Year (2003/2004) Average (tons/year) | 138 |
| New Future Potential Emissions (tons/year) | 128 |
| Net Increase | -10 |

Plastics description table and periodic monitoring requirements table, pp 80, 81, 95 of V-04-027 (Revision 1)

References to Line A in regard to Exterior Parts Painting Operations, G21, will be deleted.

401 KAR 51:017, Emission Limitations, Exterior Parts Painting, G21, pp 88 & 89 of V-04-027 (Revision 1)

The lb/job emission limit for VOC for G21 is lowered from 0.92 to 0.49 lb/job. The lb/hour emission limit for PM is lowered from 1.86 to 0.99 lb/hour. The tons/year emission limit for VOC from the Plastics shop is lowered from 1,326 to 1,131. The tons/year emission limit for PM from the Plastics shop is lowered from 70.8 to 68.5.

Periodic Monitoring Requirements table, pp 95 of V-04-027 (Revision 1)

The requirement for “By Pass Damper Confirmation (Position)” for catalytic incinerator RI01 is deleted from the table. This incinerator no longer has a by pass stack or by pass damper as confirmed by the Division Inspector.

CHANGES TO THE PERMIT (REVISION 1):

Periodic Monitoring Requirements table, p 107 of V-04-027 (Revision 1)

As permitted in V-04-027, the 4 Cylinder Head Operations included in H01, Cutting Operations utilized an electrostatic mist collector for control of PM. The mist collector had monitoring requirements for three parameters in the periodic monitoring requirements table for Powertrain. In December 2004, TMMK replaced the mist collector with a two stage filter unit. As stated in TMMK's November 19, 2004 submittal, "The proposed change will improve reliability of the control equipment with no increase in current actual to projected future emissions." The references to the mist collector in the periodic monitoring requirements table are deleted. The following row is added for the two-stage filter unit:

| Emission Unit | Operation | Equipment Monitored | Characteristic Monitored | Parameter Monitored | Method or Device | Monitoring Frequency | Recording Frequency | Calibration Frequency | Standard Range |
|----------------------|-------------------|--------------------------------|---------------------------------|----------------------------|-------------------------|-----------------------------|----------------------------|------------------------------|-----------------------------------|
| H01 | 4 Cylinder - Head | Filter, MKB 1002 (Final Stage) | Filter Condition and Collection | Pressure Drop | Gauge | Continuous | Daily** | Annual | 0.1 – 4.0 inches H ₂ O |

CHANGES TO THE PERMIT (REVISION 1):

On August 25, 2004 the Division received notice of TMMK's intention to modify machining lines associated with the six-cylinder engine in Powertrain. The modification included the removal of 34 machines and the installation of 22 replacement machines. The affected emission units are H01, Cutting Operations, H03, Honing Operations and H04, Grinding Operations. The modification was determined to be less 40 tons/year of VOC. The changes will not result in TMMK exceeding the lb/job and BACT limits for the affected emission units. Also, the changes will not result in TMMK exceeding the tons/year limits for the Powertrain shop. The changes do not affect the permit. These assertions are based on the TMMK's February 14, 2005 submittal, which provides clarification on the basis of emission estimates and the method of calculating VOC emissions.

On November 5, 2004 the Division received notice from TMMK of the addition of one drilling machine center associated with the four-cylinder engine. The affected emission unit is H01, Cutting Operations. The change will not result in TMMK exceeding the lb/job and BACT limits for the affected emission unit. Also, the change will not result in TMMK exceeding the tons/year limits for the Powertrain shop. The changes do not affect the permit. These assertions are based on the TMMK's February 14, 2005 submittal, which provides clarification on the basis of emission estimates and the method of calculating VOC emissions.

General Conditions, (d) Construction, Start-up and Initial Compliance Demonstration Requirements p 143 of V-04-027 (Revision 1)
References to G21 are removed.

STATEMENT OF BASIS FOR V-04-027, ISSUED JULY 29, 2004

CHANGES TO THE DRAFT PERMIT

Toyota Motor Manufacturing Kentucky (TMMK), Incorporated submitted new paint usage data for the Bumper Paint Booth C/D project after issuance of the draft permit. The new usage data was obtained in the few weeks prior to issuance of the draft permit and is considered to be a more accurate reflection of the Bumper Paint C/D processes than was presented in the original application. Emission calculations, based on the new usage information, indicate that the net emissions increase (new potential – existing actual) will be less than 40 tons per year of VOCs without the addition of further controls. Based on this new information, TMMK requested that the implementation of the requirement for controlling the C/D booth base/clear emissions, which was included as a requirement of the BACT analysis for a “major” modification, be changed. Toyota Motor Corporation is working on the development of water-based, basecoat, bumper paints and TMMK is also continuing to evaluate options for reducing booth emissions. In light of this, TMMK requested that the draft permit be modified to allow a two-year implementation schedule for further reducing bumper paint C/D booth emissions. The Division has responded to these requests by adding an alternate operating scenario to the permit which in lieu of installing the VOC control on booths C/D, allows TMMK to ensure that the project remains at minor levels through other means, such as the introduction of waterborne technology, improved transfer efficiencies (reduced usage), or alternate technology.

The VOC limitation on emission unit G19, “All other Cleaning” is changed from 2.09 to 1.17 pounds per job. The VOC limitation on emission unit G21, “Exterior Part Paint, Line A/B” is changed from 0.945 to 0.917 pounds per job. Note that the VOC emission limit listed for emission unit G21 in the draft permit is 1.45 pounds per job. This was a typographical error. The VOC limitation on emission unit G22, “Bumper Painting” is changed from 1.96 to 1.04 pounds per job. The rolling twelve-month average tons per year limit for VOC from the Plastics shop is changed from 1,794 to 1,326 tons per year in Section B.2 of Plastics.

In Paint #1, Paint #2 and Plastics the following language was added to Section B.1:

“Coating applicator purging solvents shall be collected in closed containers and retained therein until such time as they are shipped offsite for disposal or recycled.”

Changes Made to the Permit as a Result of Comments Received

The narrative condition “The control equipment listed for this emissions unit shall be operated anytime the process is operating is removed from Assembly #1, Section B.7 and Assembly #2, Section B.7 of the permit. The only control equipment in Assembly 1 and 2 shops addressed by the permit is the Onboard Refueling Vapor Recovery (ORVR) system (Emission Units A05 and B05). There are no BACT limits for these emission units. The ORVR system is an integral part of the automobile. The Division finds no need to impose an operating condition on this piece of control equipment.

Changes Made to the Permit as a Result of Comments Received (Continued)

The provision for system interlocks located in Paint #1, Section B.1, Paint #2 Section B.1, and Plastics Section B.1 is removed from the permit. The following language has been substituted and is located in Paint #1, Section B.4, Paint #2, Section B.4, and Plastics, Section B.4. : “An alarm system shall be installed on emission units ___ and ___ which will notify the operator of the units in the event the burner temperature of the incinerator falls below indicator range as prescribed by periodic monitoring requirements table.”

The usage limitations specified in the periodic monitoring requirements of Facilities Control are removed from the permit.

A condition is added to Section D of the permit that authorizes the use of engineering evaluations and/or representative testing of emission units where transfer efficiency, carry over efficiency and capture efficiency tests are required. The condition contains a clause that authorizes the Division to approve representative testing when it is demonstrated that emission units are sufficiently similar in design. The following language is added to Section D of the permit for use in performing VOC emission calculations throughout the permit:

“The use of the Protocol for Determining Daily Volatile Organic Compound Emission Rates of Automobile and Light Duty Truck Operations (EPA-450/3-88-018) and / or the National Emission Standards for Hazardous Air Pollutants: Surface Coating of Automobile and Light-Duty Trucks (40 CFR Part 63 Subpart IIII) is authorized for performing the Compliance Demonstration Methods required by this permit.”

Throughout the permit the time allowed for submitting compliance schedules for required transfer efficiency, carry over efficiency and capture efficiency testing is increased to 90 days after issuance of the proposed permit.

In Section B.9 of Paint #1 and Plastics, the time allowed to prepare and submit the site specific inspection and maintenance plan for catalytic oxidizers is increased to 90 days.

In Section B.3 of Facilities Control, the Division authorizes representative testing in regard to the five 99 MMBTU/hr boilers of emission unit D01. No further boiler testing is required within the lifetime of the permit. It is clarified in Section B.3 that the performance test be conducted within 180 days of the issuance of the proposed permit.

In Section B.5 of Facilities Control, a requirement to maintain a record of the AP-42 factors and heating value for natural gas that is used in the compliance demonstration is added. The provision specifies that the compliance demonstration remain valid as long as the AP-42 values do not change.

In a footnote to the periodic monitoring requirements tables it is specified that where daily monitoring and recordkeeping requirements apply, those requirements apply only on days when the process unit is operating.

In regard to Specific Recordkeeping Requirements for thermal and catalytic incinerators and carbon wheel concentrators, it is clarified in a footnote to the periodic monitoring requirements tables that a record of the 3-hour average for each rolling period is not required to be calculated or maintained except that the average need only be calculated and maintained if readings occur below the standard temperature ranges. The provision is added that all underlying data from the 15 minute readings be retained and be available for review.

Changes Made to the Permit as a Result of Comments Received (Continued)

Throughout Section B.1 of the permit the following language is added:

“Any cold cleaner shall be exempt from the control requirements set forth herein if the criteria of 401 KAR 59:185 Section 8 are met and a record of the applicability of the exemption is maintained by TMMK and submitted to the Division. If at any point in time the criteria of the exemption are not met, the cold cleaner shall be subject to the specific Operating Limitations set forth herein.”

Throughout Section B.2 of the permit the following language is added:

“Initial compliance with 401 KAR 59:010 shall consist of submittal of engineering evaluations and / or testing for each affected facility. The total process weight, “P” as defined above must reflect a period that covers a complete operation or an integral number of cycles, divided by the hours of actual process operation during such a period. This period shall not exceed 24 hours. In the case where there are no periodic monitoring requirements associated with the affected facility, continuous compliance shall be assured as long as there are no process or operational changes. The determination of the emission rate “E” in pounds per hour for compliance with 401 KAR 59:010 may also be used to demonstrate compliance with 401 KAR 51:017, except that the a period allowed for the determination of “P” shall be one month. Engineering evaluations and / or testing for initial compliance must be submitted to the permit review branch of the Division within 180 days of the issuance of this permit.

For affected facilities with periodic monitoring requirements for particulate emissions the source shall demonstrate continuous compliance by adhering to the periodic monitoring requirements table. The source must maintain a record of deviations from “standard ranges” in the periodic monitoring requirements table and determine the particulate emissions from the deviation. The duration of the deviation shall be the period between when the “out of standard condition” was noted and when it is corrected. If an engineering evaluation utilizing a control efficiency is used to determine particulate emissions for the affected facility, the allowed control efficiency shall be zero during the deviation period unless testing is conducted to prove otherwise. Engineering evaluations for affected facilities with control equipment that utilize a particulate emission rate based on test data must back calculate the control efficiency so that in the event of “out of standard conditions”, the permittee can determine “E”.”

The VOC limitation on Emission Unit G21 is changed to 0.917 lb/vehicle in Section B.2 of Plastics.

Oven-oven is changed to Electrodeposition oven in the periodic monitoring requirements table of Paint #1 and Paint #2.

The engine test MACT (40 CFR Part 63 Subpart P) is referenced in the Regulatory Details section of Powertrain with the compliance date (May 27, 2006) listed.

The duplicative requirement in Section I is deleted.

In Section B.3 of Paint #1 and Paint #2 a requirement is added for determination of PM emissions and opacity by stack testing from the entrance/exit hoods of curing ovens.

Changes Made to the Permit as a Result of Comments Received (Continued)

In Section B.3 of Body Operations a requirement is added for determination of PM emissions by stack test from the small parts electro deposition oven. Also, a requirement is added for the determination of VOC emissions from the small parts electro deposition oven through the use of engineering evaluation or the appropriate test method.

In Section B.3 of Paint #1 and Paint #2 a requirement is added for determination of PM emissions from the antichip booths included in the Sealer Line.

In Section B.3 of Paint #1 a requirement is added for determination of PM emissions from the underbody PVC booth included in the Sealer Line.

EXECUTIVE SUMMARY

An application for a Title V permit for Toyota Motor Manufacturing, Kentucky (TMMK), Incorporated was received on February 16, 2004. The TMMK facility is a major source as defined in Kentucky State Regulation 401 KAR 51:017 (40 CFR 52.21), *Prevention of Significant Deterioration (PSD) of air quality*. The potential emissions of regulated air pollutants including carbon monoxide (CO), nitrogen oxides (NO_x) and volatile organic compounds (VOC) are in excess of 250 tons per year. The source is located in a county classified as “attainment” or “unclassified” for each of these pollutants pursuant to Regulation 401 KAR 51:010, *Attainment Status Designations*.

TMMK emission sources are permitted under multiple permits and registrations. From the permitting standpoint these emission sources are separated as Line 1 and Line 2 emission sources. TMMK is proposing modification/construction projects for Line 1 and Line 2 emission sources. These modification/construction projects trigger a PSD review and necessitate a Best Available Control Technology Analysis (BACT) for these emissions sources. The Division has issued a number of Construction and State Origin permits for Line 1 sources that are still presently in effect. In these Construction and State Origin permits, BACT limits have been established for numerous emission sources. This application proposes to consolidate and redefine BACT limits for Line 1 sources. These redefined BACT limits are transferred to the Title V permit. A similar process was undertaken in 1999 when a Federally Enforceable State Operating Permit (FESOP) was issued for Line 2 emission sources. All existing BACT limits from Construction, FESOP and State Origin permits issued for Line 2 sources were consolidated and redefined into one FESOP, permit F-99-029. The existing BACT limits for Line 2 sources are transferred to the Title V permit.

Construction/Modification Projects

The major construction/modification projects are taking place in the Plastics 1 and 2 shops. In these projects TMMK is proposing to modify existing paint booths. The first project, Bumper Paint 2, Booth C/D Refurbishment will result in a net emission increase of 56 tons/year of Volatile Organic Compounds (VOC) emissions. The second project, Exterior Mold Painting 1 will result in a net emission increase of 430.1 tons/year of VOC emissions. Another minor project associated with the gasoline filling operation for the Assembly 1 and 2 shops will result in a net emission increase of 6.6 tons/year of VOC emissions.

Redefined BACT Limits

In the Title V permit BACT limits are generally for VOC and Particulate Matter emissions (excluding Facilities Control). BACT limits for VOC are in pounds/job and tons/year. For the Assembly Shops, Body Operations Shop, Paint Shops and Plastics Shops a job is defined as a finished vehicle. In the Powertrain shop a job is defined as an assembled engine and axle set. For all shops (excluding Facilities Control), BACT limits for PM are in pounds/hour and tons/year. Line 2 emission sources permitted under F-99-029 were already following this convention for BACT limits. The redefined pounds/job VOC limits and pounds/hour PM limits apply to discreet Emission Units which are listed in the permit. An Emission Unit may have numerous machine points within it. For the purposes of this permit, a machine point is defined as an individual point where there is a single emission calculation for a pollutant. Through the redefinition of existing BACT limits the source has reduced its allowable VOC emissions by nearly 50%.

Best Available Control Technology Review

Pursuant to Regulation 401 KAR 51:017, Section 9(1) and (2), a major stationary source subject to PSD review shall meet the following requirements:

- a) The source shall apply the Best Available Control Technology to (BACT) for each pollutant that it will have the potential to emit in significant amounts.
- b) The source shall meet each applicable emissions limitation under Title 401 KAR 50 to 65, and each applicable emission standard and standard of performance under 40 CFR 60, 61 and 63.

The resultant net change in VOC emissions as a result of construction/modification projects will be greater than 40 tons/year. Therefore this pollutant is subject to a PSD BACT review.

A PSD review involves the following six requirements:

1. Demonstration of the application of Best Available Control Technology (BACT).
2. Demonstration of compliance with each applicable emission limitation under Title 401 KAR Chapters 50 to 65 and each applicable emissions standard and standard of performance under 40 CFR 60, 61 and 63.
3. Air quality impact analysis.
4. Class I area impact analysis.
5. Projected growth analysis.
6. Analysis of effect on soils, vegetation and visibility.

TMMK has presented in the permit application, a study of the best available control technology for the proposed construction/modification projects for VOC emissions. The Division has reviewed the proposed control technologies in conjunction with information available in the US EPA's RACT/BACT/LAER Clearinghouse (RBLC) database and other similar sources. A summary of the control technology determined to be best available control technology for VOC emissions from each emissions unit is presented in Table 1.

| EIS No. | Emissions Unit/Process | Best Available Control Technology |
|---------|---|---|
| G21 | Exterior Molded Parts Painting Booths A/B | Carry over to ovens |
| G21 | Bake Ovens A/B | Catalytic Incinerator |
| G22 | Bumper Painting Booths C/D | Carbon Concentrator with Thermal Oxidizer for booth zones where paint is solventborne. Water based coating, most primers. Carry over to ovens |
| G22 | Bake Ovens C/D | Thermal Oxidizer |

TABLE 1 – BACT for Emission Units associated with the construction/modification.

Best Available Control Technology Review (Continued)

As can be seen in Table 1, VOC emissions from Paint Booths C/D are controlled and are not controlled from Paint Booths A/B. Paint Booths C/D are located in Line 2 operations of the Plastics shop and are in close proximity to Paint Booths E/F which currently utilize carbon concentrators with thermal oxidizers for booth control. This close proximity of existing control equipment and the capacity of the existing control equipment determined that Bumper Paint Booths C/D could utilize the existing booth controls for Paint Booths E/F. Compared to cost per ton data in EPA's RBLC database, control of VOC emissions from Bumper Paint Booths C/D was determined to be cost effective. In Line 1 there are no existing booth controls for VOC emissions and it was determined that the retrofit cost of controlling VOC emissions from Paint Booths A/B would be cost excessive when compared to data in EPA's RBLC database and other similar sources.

TMMK's BACT analysis submittal on April 20, 2004 presents a Best Available Control Technology Demonstration for the proposed construction/modification using EPA's "top-down" methodology. Also presented in the April 20 submittal is an ambient air quality impact assessment and additional impacts analysis. This BACT analysis was determined to be sufficient by the Division in terms of content and format. However the Division requested further justification for not controlling VOC emissions from Bumper Paint C/D Paint Booths. Ultimately, the Division and TMMK agreed that VOC controls for Bumper Paint C/D would be cost effective based on previous determinations in EPA's RACT/BACT/LAER Clearinghouse (RBLC) database and other similar sources. Additional information to support the use of VOC controls for Bumper Paint C/D were submitted to the Division on May 14, 2004 and the draft permit was adjusted to reflect those changes. The Division did not request that TMMK resubmit the BACT analysis because the result of the changes were an emission decrease in VOC and would therefore have resulted in less significant impact to the environment than the original proposal submitted on April 20, 2004.

Air Quality Impacts Analysis

The ambient air quality impact analysis addresses the impact on ozone air quality and air quality monitoring. An assessment of ozone increment was determined following the U.S. EPA guidance on screening for a VOC dominated point source. The results of the assessment were that the proposed increase in VOC emissions would not result in a predicated exceedance of the 1-hour ozone NAAQS (0.12 ppm) or the 8-hour ozone NAAQS (0.08ppm). The requirement for pre- or post-construction monitoring in regard to ambient air quality impact assessment was waived due the availability of representative monitoring data. A review of the EPA AirData website indicates there are two ozone monitors located in the vicinity of the Georgetown facility. One is 4 miles north-northeast of the Georgetown facility. The other is 11 miles southeast of the facility on Iron Works Pike and Highway 353 in northern Fayette County. Since ozone data is currently being measured in Scott and Fayette counties, as well as throughout the state, the Division concluded that sufficient monitoring data exists that is representative of conditions surrounding the Georgetown facility and that pre- or post-construction monitoring would not be required.

Additional Impact Analyses

The additional impact analyses addresses construction and growth impacts, impact on soil and vegetation, analysis of endangered species, impact on visibility in Class I areas and impact on visibility in Class II areas. The activities, which will be performed within the building structures where the proposed construction/modification projects will occur are not anticipated to have an adverse affect on human health or welfare. Potential emissions of regulated air contaminants during these internal construction activities are anticipated to be negligible. No noticeable residential growth is expected from the increased production at the facility. No anticipated affect on commercial growth is expected from the increased production. No significant adverse impact on soil is anticipated due to the changes being proposed to the plastic painting lines. Maximum impacts from the proposed painting lines should be in the immediate vicinity of the facility and it is highly unlikely due to the location of the facility that endangered species would reside in these maximum impact areas. The nearest Class I area is greater than 200 km from the Georgetown facility, therefore a regional haze analysis is not required. Estimated emissions of NO_x, SO₂ and PM₁₀ are less than the PSD significant emission rates. The associated exhaust stacks were not included in the modeling analyses due to the large distances between the exhaust stacks and the TMMK property line. As such, visibility analyses for Class II areas are not required.

SHOP DESCRIPTIONS

Assembly #1

The pollutants emitted from this shop are PM and VOC. VOC emissions originate from wax coating operations, glass installation, sealer and adhesive applications, fluid filling operations, non-process cleaning operations, process cleaning operations and repair painting. The shop total potential to emit (PTE) for VOC is 92.4 tons/year. VOC emissions from fuel filling (Emission Unit A05) are controlled through the use of an Onboard Refueling Vapor Recovery (ORVR) System, which is now mandatory equipment on new automobiles. All other VOC emissions are uncontrolled. The method of calculating VOC emissions for each machine point is a material balance. The components of the material balance are transfer efficiency (if applicable, derived from onsite testing or from reference materials), VOC content (usually derived from Material Safety Data Sheets or technical data sheets directly from the supplier) and standard gallons/job (derived from production data). Annual PTE for VOC emissions is based on production capacity (jobs/year) and is a shop specification. PM emissions are estimated from data collected at Toyota manufacturing plants in Japan or from onsite testing conducted by TMMK. The shop total PTE for PM is 5.26 tons/year.

Assembly #2

The pollutants emitted from this shop are PM and VOC. VOC emissions originate from wax coating operations, glass installation, sealer and adhesive applications, fluid filling operations, non-process cleaning operations, process cleaning operations and repair painting. The shop total PTE for VOC is 61.3 tons/year. VOC emissions from fuel filling (Emission Unit B05) are controlled through the use of an Onboard Refueling Vapor Recovery (ORVR) System. All other VOC emissions are uncontrolled. The method of calculating VOC emissions for each machine point is a material balance. The components of the material balance are transfer efficiency (if applicable, derived from onsite testing or from reference materials), VOC content (usually derived from Material Safety Data Sheets or technical data sheets directly from the supplier) and standard gallons/job (derived from production data). Annual PTE for VOC emissions is based on production capacity (jobs/year) and is a shop specification. PM emissions are estimated from data collected at Toyota manufacturing plants or from onsite testing conducted by TMMK. The shop total PTE for PM is 8.76 tons/year.

SHOP DESCRIPTIONS (CONTINUED)

Body Operations

The pollutants emitted from this shop are PM and VOC. VOC emissions originate from stamping press operations, adhesive/sealer application, moon roof primer application, small parts phosphate etching, small parts electrodeposition, fuel tank coating application, parts lubrication and non-process cleaning activities. The shop total PTE for VOC is 422.6 tons/year. The method of calculating VOC emissions for each machine point is a material balance. The components of the material balance are transfer efficiency (if applicable, derived from onsite testing or from reference materials), VOC content (usually derived from Material Safety Data Sheets or technical data sheets directly from the supplier) and standard gallons/job (derived from production data). Annual PTE for VOC emissions is based on production capacity (jobs/year) and is a shop specification. PM emissions are estimated from data collected at Toyota manufacturing plants or from onsite testing conducted by TMMK. PM emissions from arc welding (Emission Unit C03) are controlled with filters and scrubbers. PM emissions from heatset ovens used in asphalt sheeting (Emission Unit C05) are controlled with filters. PM emissions from the fuel tank antichip coating booths (Emission Unit C10) are controlled with filters. The shop total PTE for PM is 36.09 tons/year. BACT limits for VOC and PM from previous operating and construction permits for Body Operations 1 were consolidated and redefined for the new emission unit designations in this permit. BACT limits for Body Operations 2 for VOC and PM from permit F-99-029 were transferred to the Title V permit. Body Operations is listed as a single shop in the Title V permit. Emission Units C07 and C09 have machine points that are subject to New Source Performance Standards (NSPS) 40 CFR 60 Subpart MM.

Facilities Control

The pollutants emitted from Facilities Control are the products of combustion from indirect heat exchangers (Emission Units D01, D03, D08) and back-up generators (Emission Unit D07), VOC emissions from volatile liquid storage tanks (Emission Unit D06), and PM emissions from cooling towers (Emission Unit D05) and the wastewater pretreatment facility (Emission Unit D02).

Emission Unit D01 is six (6) utility boilers that are capable of burning either natural gas or #2 fuel oil. Construction commenced on these boilers July 17, 1986. Five of the boilers have a capacity of 99 MM BTU/hour and one has a capacity of 50 MM BTU/hour. All of these boilers are equipped with low NO_x burners. The boilers vent through two stacks. Three of the 99 MM BTU/hour boilers vent out Stack #1. The other two 99 MM BTU/hour boilers and the 50 MM BTU/hour boiler vent out Stack #2. The most recent BACT limits for these boilers are specified in permit C-86-117 (Revision 2). The BACT limits in C-86-117 (Revision 2) are for combustion of natural gas, #2 fuel oil and #6 fuel oil. These limits are lb/MMBTU limits on PM, SO₂, NO_x, CO and VOC. The permit also specifies that the sulfur content of #2 fuel oil shall not exceed 0.30%. The source no longer has the capability to use #6 fuel oil. The BACT limits in C-86-117 (Revision 2) were determined by taking the total maximum heat input for Stack #1 (297 MMBTU/hour) and the AP-42 emission factors and heating values from 1986 to calculate lb/MMBTU limits. These limits are transferred to the Title V permit except that current AP-42 emission factors have been used to calculate the BACT limits.

An analysis of the source wide BACT limits for PM, SO₂, CO, NO_x and VOC specified in C-86-117 (Revision 2) showed that it would be impossible for the source to exceed those source wide limits, therefore they were not transferred to the Title V permit. This is due in part to the source removing capability to use #6 fuel oil in the boilers. In light of this it was deemed unnecessary to test for PM, SO₂, CO and VOC emission rates with natural gas combustion for the boilers included in Emission Unit D01. A NO_x test is required by the Title V permit to verify low NO_x burners on the utility boilers.

SHOP DESCRIPTIONS (CONTINUED)

Facilities Control (Continued)

Emission Unit D03 is all indirect heat exchangers greater than 1 MMBTU/hour and less than 10 million BTU/hour. All indirect heat exchangers in Emission D03 burn natural gas. BACT limits for Line 2 indirect heat exchangers were established in permit F-99-029. These BACT limits are tons/year limits on PM, SO₂, NO_x, CO and VOC. The BACT limits in F-99-029 for indirect heat exchangers are based on 5,094 hours/year of operation and AP-42 emission factors.

The total capacity of Line 2 indirect heat exchangers is 690 MMBTU/hour. Line 2 indirect heat exchangers are organized as follows: Building 800 (Powertrain), Building 2000 (Paint 2), Building 3000 (Assembly 2), Building 100A (Body Operations 2), Building 400A (Plastics 2).

Line 1 indirect heat exchangers account for 281 MMBTU/hour of capacity. There are no previous BACT limits for Line 1 indirect heat exchangers. Line 1 indirect heat exchanger emissions are calculated using AP-42 emission factors and 8760 hours/year of operation. Line 1 indirect heat exchangers are organized as follows: Building 100 (Body Operations 1), Building 200 (Paint 1), Building 300 (Assembly 1), Building 400 (Plastics 1) and Building 601/602 (Facilities Control).

Paint #1

The pollutants emitted from this shop are PM and VOC. VOC emissions originate from electrodeposition coating, sealer coating application, primer coating application, sanding operations, topcoat application, blackout application, wax application, repair painting application and non-process cleaning activities. The shop total PTE for VOC is 1,865 tons/year. The method of calculating VOC emissions for each machine point is a material balance. The components of the material balance are transfer efficiency (if applicable, derived from onsite testing or from reference materials), carry over efficiency (if applicable, derived from testing), oven control efficiency (if applicable, derived from testing), VOC content (usually derived from Material Safety Data Sheets or technical data sheets directly from the supplier) and standard gallons/job (derived from production data). Capture efficiency of VOC emissions from oven baking to oven incinerators is assumed to be 100% in the calculations presented in the application. Testing to verify this assumption will be required by the Title V permit. Annual PTE for VOC emissions is based on production capacity (jobs/year) and is a shop specification. PM emissions are estimated from data collected at Toyota manufacturing plants or from onsite testing conducted by TMMK. The shop total PTE for PM is 59.05 tons/year. See list below for Paint #1 control equipment. In Paint #1 primers are solventborne. Topcoats include basecoat, clearcoat and solidcoat. Basecoat is waterborne, clearcoat is solventborne and solid coat is solventborne. Emission Units E02, E04, E05, E07 and E09 have machine points that are subject to New Source Performance Standards (NSPS) 40 CFR 60 Subpart MM.

Paint #1 Control Equipment

E02 – Electrodeposition Oven

VOC Control Equipment: Recuperative Thermal Oxidizer

E04 – Sealer Oven

VOC Control Equipment: Catalytic Incinerator

E05 – Primer Booth

VOC Control Equipment: Carry over to Oven Incinerator

PM Control Equipment: Scrubber and Filter

SHOP DESCRIPTIONS (CONTINUED)

E07 – Topcoat Line A & B

VOC Control Equipment: Catalytic Incinerator

PM Control Equipment: Scrubbers and Filters

Paint #1 Control Equipment

Paint #1 Control Equipment(Continued)

E07 – Topcoat Line C

VOC Control Equipment: Catalytic Incinerator

PM Control Equipment: Scrubber

E09 – Blackout Coating (Grille and Wheelhouse)

PM Control Equipment: Scrubber

Paint #2

The pollutants emitted from this shop are PM and VOC. VOC emissions originate from electrodeposition coating, sealer coating application, primer coating application, sanding operations, topcoat application, blackout application, wax application, repair painting application and non-process cleaning activities. The shop total PTE for VOC is 1,571 tons/year. The method of calculating VOC emissions for each machine point is a material balance. The components of the material balance are transfer efficiency (if applicable, derived from onsite testing or from reference materials), carry over efficiency (if applicable, derived from testing), booth control efficiency (if applicable, derived from testing), oven control efficiency (if applicable, derived from testing), VOC content (usually derived from Material Safety Data Sheets or technical data sheets directly from the supplier) and standard gallons/job (derived from production data). Capture efficiency of VOC emissions from oven baking to oven incinerators is assumed to be 100% in the calculations presented in the application. Testing to verify this assumption will be required by the Title V permit. Annual PTE for VOC emissions is based on production capacity (jobs/year) and is a shop specification. PM emissions are estimated from data collected at Toyota manufacturing plants or from onsite testing conducted by TMMK. The shop total PTE for PM is 60.62 tons/year. In Paint #2 primers are solventborne. Topcoats include basecoat, clearcoat and solidcoat. Basecoat is waterborne, clearcoat is solventborne and solid coat is solventborne. Emission Units F02, F04, F05, F07 and F09 have machine points that are subject to New Source Performance Standards (NSPS) 40 CFR 60 Subpart MM.

Paint #2 Control Equipment

F02 – Electrodeposition Oven

VOC Control Equipment: Thermal Oxidizer

F04 – Sealer Oven

VOC Control Equipment: Thermal Oxidizer

F05 – Primer Booth

VOC Control Equipment for Soft Chip: Carryover to Carbon/ Thermal Oxidizer, Carryover to Oven Incinerator

VOC Control Equipment for Exterior: Carbon System and Thermal Oxidizer, Carryover to Oven Incinerator

VOC Control Equipment for Interior: Carryover to Oven Incinerator

VOC Control Equipment for Doorsash and Rocker: Carryover to Oven Incinerator

PM Control Equipment: Scrubber

F07 – Topcoat Line A, B & C

VOC Control Equipment: Carbon System and Thermal Oxidizer, Carryover to Oven Incinerators

PM Control Equipment: Scrubbers and Filters

SHOP DESCRIPTIONS (CONTINUED)

F07 – Topcoat Ovens A, B & C

VOC Control Equipment: Thermal Oxidizers for each oven

F09 – Blackout Booth

PM Control Equipment: Scrubber

Paint #2 Control Equipment(Continued)

F09 – Touchup Station

PM Control Equipment: Filter

Plastics

The pollutants emitted from this shop are PM and VOC. VOC emissions originate from thermal injection molding, reaction injection molding, interior parts painting, door trim molding, vacuum forming, headliner operations, non-process cleaning operations, monofoam turntable operations, exterior part painting and bumper painting. The shop total PTE for VOC is 1,794 tons/year. The method of calculating VOC emissions for each machine point is a material balance. The components of the material balance are transfer efficiency (if applicable, derived from onsite testing or from reference materials), carry over efficiency (if applicable, derived from testing), booth control efficiency (if applicable, derived from testing), oven control efficiency (if applicable, derived from testing), VOC content (usually derived from Material Safety Data Sheets or technical data sheets directly from the supplier) and standard gallons/job (derived from production data). Capture efficiency of VOC emissions from oven baking to oven incinerators is assumed to be 100% in the calculations presented in the application. Testing to verify this assumption will be required by the Title V permit. Annual PTE for VOC emissions is based on production capacity (jobs/year) and is a shop specification. PM emissions are estimated from data collected at Toyota manufacturing plants or from onsite testing conducted by TMMK. The shop total PTE for PM is 70.75 tons/year. In Plastics primers are waterborne. Topcoats include basecoat, clearcoat and solidcoat. Basecoat is solventborne, clearcoat is solventborne and solid coat is solventborne. BACT limits for VOC and PM from previous operating and construction permits for Plastics 1 were consolidated and redefined for the new emission unit designations in this permit. BACT limits for Plastics 2 for VOC and PM from permit F-99-029 were transferred to the Title V permit. Plastics is listed as a single shop in the Title V permit.

Plastics Control Equipment

G03 – Reaction Injection Molding, Fiber Feed

PM Control Equipment: Filter

G03 – Reaction Injection Molding, Molding

PM Control Equipment: Filter

G04 – Interior Parts Painting, Booth 1, 2 & 3

PM Control Equipment: Scrubber for each booth

G05 – Raw Material, Regrind

PM Control Equipment: Filter

G13 – Slush Molding Operation, Systems 1, 2, 3, & 4

PM Control Equipment: Filter for each system

G14 – Vacuum Forming Process 1, 2 & 3

PM Control Equipment: Scrubber for each process

G15 – Headliner Operation, Scrap Grinding

PM Control Equipment: Filter

G21 – Exterior Parts Painting, Booths A & B

VOC Control Equipment: Carryover to oven incinerators for each booth

PM Control Equipment: Scrubbers and Filters for each booth

SHOP DESCRIPTIONS (CONTINUED)

Plastics Control Equipment (Continued)

G22 – Bumper Painting Operations, Booths C & E

VOC Control Equipment: Booths will share single Carbon System and Thermal Oxidizer (only basecoat and clearcoat zones of booths will be controlled), Carryover to oven incinerators

PM Control Equipment: Scrubber and Filter for each booth

G22 – Bumper Painting Operations, Booths D & F

VOC Control Equipment: Booths will share single Carbon System and Thermal Oxidizer (only basecoat and clearcoat zones of booths will be controlled), Carryover to oven incinerators

PM Control Equipment: Scrubber and Filter for each booth

G22 – Bumper Painting Ovens, C, D, E & F

VOC Control Equipment: Thermal Oxidizer for each oven

Powertrain

The pollutants emitted from this shop are VOC and PM. VOC emissions originate from cutting operations, coating operations, honing operations, grinding operations, non-process cleaning activities, corrosion inhibitor application, quenching operations, washing operations, gasket installation, block impregnation, raw material storage and engine testing. The shop total PTE for VOC is 182.4 tons/year. Annual PTE for VOC emissions is based on production capacity (jobs/year) and is a shop specification. The method of calculating VOC emissions for each machine point is a material balance. The components of the material balance are VOC content (usually derived from Material Safety Data Sheets or technical data sheets directly from the supplier) and standard gallons/job (derived from production data). PM emissions are estimated from data collected at Toyota manufacturing plants or from onsite testing conducted by TMMK. The shop total PTE for PM is 16.1 tons/year. BACT limits for VOC and PM were previously established in permit F-99-029 and are transferred to the Title V permit.

Powertrain Control Equipment

H01 – Cutting Operations

PM Control Equipment: Electrostatic Air Cleaner, Dry Filters and HVAC Filters

H03 – Honing Operations

PM Control Equipment: Dry Filters, HVAC Filters

H04 – Grinding Operations

PM Control Equipment: HVAC Filters

H08 – Quenching

PM Control Equipment: HVAC Filters

Compliance with 40 CFR 60 Subpart MM:

TMMK must comply with the standards specified in Subpart MM. TMMK's methodology of complying with the Subpart MM standards will differ from the reporting and record keeping requirements of Subpart MM. Subpart MM specifies that where catalytic incineration is used, every three-hour period during which the average temperature difference across the catalyst bed is less than 80 percent of the average temperature difference of the device during the most recent control device performance test at which destruction efficiency was determined, the owner or operator shall submit a written report. In this Title V permit, the Division and TMMK have agreed to an alternative to monitoring the temperature difference across the catalyst bed. The alternative is to monitor the temperature at the inlet to catalyst bed and for the source to implement a site-specific inspection and maintenance plan for catalytic incinerators. This alternative is specified in 40 CFR Part 63, National Emission Standards for Hazardous Air Pollutants: Surface Coating of Automobile and Light-Duty Trucks, which was finalized in the Federal Register on April 26, 2004. The minimum requirements of the inspection and maintenance plan are specified in the Title V permit. As required by the permit, TMMK will submit the inspection and maintenance plan to the Division for review within 30 days after issuance of the final permit.

AIR TOXICS MODELING:

An air toxics modeling analysis was submitted by TMMK in order to address 401 KAR 63:020, Potentially Hazardous Matter or Toxic Substances. The modeling was performed following the procedures in the U.S. EPA's *Guideline for Air Quality Models* (Supplement W to 40 CFR 51). The emissions data of air toxics used in the model were based on the TMMK's most recent air toxics emission inventory (Year 2003). The potential air toxics emissions were calculated by scaling the year 2003 emissions upward by a factor of 1.4985 based on calendar year 2003 production. TMMK developed an air toxic emission weighted procedure for the purposes of defining a hypothetical "combined stack" that was placed centrally between the two buildings where painting operations are performed. The ISC3 Short Term Mode Version 3 (ISCST3) model contained in the commercially available Beeline Software package was used in the analysis. The results of the modeling were compared to most recent version of the Preliminary Remediation Goals (PRG) values (for year 2002). ISC3 predicted annual concentrations were used for the comparison to the PRGs. The modeled predictions were below the PRG levels. Therefore, it was determined that no further analysis was necessary.

PERIODIC MONITORING:

For all shops (excluding Facilities Control), the permittee shall keep calendar month records of usage of all applicable raw materials. Following the end of each month, Volatile Organic Compounds (VOC) emissions and Particulate Matter (PM) emissions shall be calculated on a twelve-month rolling average and recorded. These records shall represent the most recent year and shall show compliance with VOC and PM emission limitations listed in the Title V permit.

PERIODIC MONITORING (CONTINUED):

For Facilities Control, the permittee shall monitor the volume of natural gas and #2 fuel oil usage. Following the end of each month the volume of natural gas and #2 fuel oil for each boiler specified in emission unit D01 and for each building with affected facilities included in emission unit D03 shall be calculated on a twelve-month rolling average and recorded. The permittee shall maintain records of volume of natural gas and #2 fuel oil burned for each boiler specified in emission unit D01 and for each building with affected facilities included in emission unit D03. These records shall represent the most recent year and shall show compliance with standard cubic feet and gallons standard ranges listed in the Periodic Monitoring Requirements table of the Title V permit. Following the end of each month, PM, SO₂, NO_x, CO and VOC emissions shall be calculated on a twelve-month rolling average and recorded. The permittee shall maintain records of the sulfur content of each shipment of #2 fuel oil.

The permittee shall submit summary monitoring reports every six (6) months containing monitoring information listed in Sections B.4 and B.5 of the Title V permit. The report shall list any “out of standard” conditions or periodic monitoring requirements, as listed in the Periodic Monitoring Requirements tables in Section B of the permit. If no “out of standard” conditions occurred, the permittee shall submit a negative report.

In Paint #2 and Plastics Shops there are items in the Periodic Monitoring Requirements tables in regard to the Carbon Abatement Systems that have not been determined yet:

Rotational Speed of Concentrators (Emission Units F05, F07 and G22)

The rotational speed of the concentrator is an indicator of performance for the carbon abatement system. The indicator range is the nominal speed at which the concentrator operated during the most recent emissions performance test. However, the indicator range for the rotational speed may be changed if an engineering evaluation is conducted and a determination made that the change in speed will not impact compliance with the emission limit. The permittee shall establish the standard range for the rotational speed of the concentrator, the method or device for determining the rotational speed of the concentrator and the calibration frequency for that device if applicable. These items shall be added to the Periodic Monitoring Requirements table in the Title V permit at the time of the next performance test of that carbon concentrator system.

Maximum Achievable Control Technology (MACT) Standards:

This source is subject to the following MACT Standards*:

40 CFR Part 63 Subpart P PPPP, National Emission Standards for Hazardous Air Pollutants: Engine Test Cells/Stand – Compliance Date, May 27, 2006

40 CFR Part 63 Subpart M MMMM, National Emission Standards for Hazardous Air Pollutants: Surface Coating of Miscellaneous Metal Parts – Compliance Date, January 2, 2007.

40 CFR Part 63 Subpart P PPPP, National Emission Standards for Hazardous Air Pollutants: Surface Coating of Plastic Parts and Products – Compliance Date, April 19, 2007.

40 CFR Part 63 Subpart IIII, National Emission Standards for Hazardous Air Pollutants: Surface Coating of Automobile and Light-Duty Trucks – Compliance Date, April 26, 2007.

As specified in 40 CFR Part 63 Subpart IIII, the source has the option to include miscellaneous metal parts and plastic parts and products surface coating operations under Subpart IIII. The source has yet to determine if it will exercise this option. The source must notify the Division no later than January 2, 2005 of its intention to include miscellaneous metal parts coating under Subpart IIII or Subpart MMMM. The source must notify the Division no later than April 19, 2005 of its intention to include plastic parts and products coating under Subpart IIII or Subpart P PPPP.

*The source may be or become subject to other MACT Standards before the Title V permit expires.

CREDIBLE EVIDENCE:

This permit contains provisions which require that specific test methods, monitoring or recordkeeping be used as a demonstration of compliance with permit limits. On February 24, 1997, the U.S. EPA promulgated revisions to the following federal regulations: 40 CFR Part 51, Sec. 51.212; 40 CFR Part 52, Sec. 52.12; 40 CFR Part 52, Sec. 52.30; 40 CFR Part 60, Sec. 60.11 and 40 CFR Part 61, Sec. 61.12, that allow the use of credible evidence to establish compliance with applicable requirements. At the issuance of this permit, Kentucky has not incorporated these provisions in its air quality regulations.